
 National Transportation Safety Board PRELIMINARY REPORT AVIATION		NTSB ID: DCA06MA010		Most Critical Injury: Fatal	
		Occurrence Date: 12/19/2005		Investigated By: NTSB	
		Occurrence Type: Accident		ICAO Report Submitted:	
Location/Time					
Nearest City/Place Miami		State FL	Zip Code	Local Time 1439	Time Zone EST
Aircraft Information					
Registration Number N2969		Aircraft Manufacturer Grumman		Model/Series Number G-73T	
Type of Aircraft: Airplane			Homebuilt Aircraft? No		
Injury Summary:		Fatal 20	Serious	Minor	None
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On December 19, 2005, about 2:39 p.m. eastern standard time, a Grumman G-73T Turbo Mallard seaplane, N2969, operated by Flying Boats Inc. DBA Chalks Ocean Airways, as Flight 101, experienced an in-flight breakup and crashed near Miami, Florida. The flight had just departed from the Watson's Island seaplane base (X44) and was en route to Bimini, Bahamas. Witnesses, photos and video, and examination of the wreckage indicate that the right wing separated in flight, and an ensuing fire, prior to the seaplane descending into the water near a rock jetty. The 2 crewmembers and 18 passengers, including 3 infants, were fatally injured. The flight was operating under the provisions of 14 Code of Federal Regulations Part 121. Visual meteorological conditions prevailed at the time of the accident.</p> <p>The seaplane was originally manufactured in 1947 as a Grumman Mallard, equipped with Pratt and Whitney radial piston engines. In 1979 the seaplane was modified by Frakes Aviation, in accordance with Supplemental Type Certificates SA2323WE and SA4410SW to increase the seating capacity from 10 to 17 passengers, and to replace the original engines with Pratt and Whitney PT-6 turboprop powerplants. The seaplane entered into service with Chalks in 1980.</p> <p>Initial wreckage examination indicated that the right wing separated near the root. Preliminary metallurgical examination has located evidence of fatigue cracking in the lower rear wing spar cap, along the lower wing skin, and on an internal z-stringer. Additional evidence of fatigue cracking has been noted in the corresponding area on the left wing.</p> <p>On December 30, 2005, the FAA issued Emergency Airworthiness Directive 2006-01-51 requiring detailed inspections of the wings of all G-73 seaplanes.</p> <p>The airplane was equipped with a cockpit voice recorder, which was recovered, however the recording was not usable.</p> <p>The Safety Board team has recovered the wreckage to a salvage facility, and pertinent sections of structure have been sent to the NTSB materials lab in Washington for further examination.</p> <p>Parties to the investigation include the FAA, Chalks Ocean Airways, Pratt & Whitney Canada and Frakes Aviation.</p>					
PRELIMINARY INFORMATION - SUBJECT TO CHANGE					

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		Occurrence Date: 12/19/2005			
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Other Aircraft Involved					
Registration Number		Aircraft Manufacturer		Model/Series Number	
Accident Information					
Aircraft Damage: Destroyed			Accident Occurred During: Climb - to cruise		
Property Damage:					
Crew	Name	Certificate No.	Injury		
Pilot					
2					
3					
4					
5					
6					
Operator Information					
Name FLYING BOAT INC		Operator Designator Code FVYA		Doing Business As Chalks Ocean Airways	
Street Address		City Fort Lauderdale		State FL	Zip Code
-Type of Certificate(s) Held:					
Air Carrier Operating Certificate(s): Flag Carrier/Domestic					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 121: Air Carrier					
Type of Flight Operations Conducted: Scheduled; International; Passenger Only					
Flight Plan/Itinerary					
Type of Flight Plan Filed: VFR					
Last Departure Point		State	Airport Identifier		
Same as Accident/Incident Location			X44		
Destination		State	Airport Identifier		
Bimini					
Weather Information					
Investigator's Source:		Facility ID: mia		Observation Time (Local):	
Sky/Lowest Cloud Condition: Thin Overcast		2500 Ft. AGL			
Lowest Ceiling:		Ft. AGL	Visibility: 7	SM	Altimeter: "Hg
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National Transportation Safety Board

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Occurrence Type: Accident

Weather Information

(Continued from page 2)

Temperature:

22 °C

Dew Point:

°C

Wind Direction:

Wind Speed:

Kts.

Gusts:

Kts.

Weather Conditions at Accident Site: Visual Conditions

Administration Data

Notification From

FAA

Date

12/19/2005

Local Time

FAA District Office/Coordinator

AAI-100

Dan Diggins

Investigator-In-Charge (IIC)

William English